

ment of interest, and 1000/- towards asphalting the line, there remained but a balance of 1000/- *ps.* *sd.*—The report having been read, a long and tedious discussion took place, in which Mr. Levy, Mr. Addison, Sir R. Dobson, and others, took part, and the conduct of the directors in litigating the question of the Croydon Company was animadverted on, as well as other topics, which eventually led to the rejection of the report, and the appointment of a committee of investigation, to look into the affairs of the company, and to endeavor to treat with the Croydon Company, which consisted of Messrs. Money, Addison, Hill, Williams, and Sturge.—The meeting then adjourned for a fortnight.

CHURCH OF ENGLAND LIFE AND FIRE ASSURANCE.

A special general meeting of this company took place at the establishment, King William-street, on Tuesday, the 1st inst., at which WILLIAM SLOANE, Esq., presided.—The object of the meeting was the election of three additional directors, at which the Rev. W. Harness, M.A., of Regent's-square Chapel, W. Ambrose Shaw, Esq., of Wycombe-lodge, Campion-hill, Kensington, and John Walker, Esq., of Cambridge-square, Hyde-park, were unanimously elected. The candidates promised their best attention and most strenuous exertions in favour of the objects of the institution; and, after a vote of thanks to the chairman, the meeting adjourned.

AUSTRALIAN TRUST COMPANY.

The half-yearly general meeting of this company was held at the office, in Moorgate-street, on Monday, the 21st ult.—The chair was taken by HENRY BAINBRIDGE, Esq., in the absence of John Abel Smith, Esq., M.P., who was precluded from attending in consequence of parliamentary duties.—The notices convening the meeting, and the following report and accounts, were read by JOHN INNES, Esq., the managing director of the company:

REPORT.

The directors have to report the continued success of the company. Since the last half-yearly meeting, the deposits, without the aid of a single advertisement, have increased from £13,519/- *ps.* *sd.* to £21,515/- *ps.* *sd.* and the investments in New South Wales, on the 31st December last, amounted to £96,536/- It is peculiarly gratifying to the directors to be able to make an equally favourable report of the collection of the interest, with that made to the last meeting—the whole of the interest due on the 1st of January having been received in the course of that month, with the exception of 10/-, which waited the completion of a legal conveyance, in consequence of the death of the mortgagor. The accounts of the company, to the 1st inst., have been audited by Sir John Pirie, Bart., and Nasen William Senior, Esq.

Statement of Accounts to 1st July, 1843.

Calls of £12 per share on 2700 shares	£12,000 0 0
Deposits by shareholders	21,515 0 0
Ditto on presidency notes	5 0 0
Sundry sums not bearing interest	1,000 0 0
Uncollected dividends	2,612 19 8
Ditto interest on deposits	4,041 10 0
Interest now payable on deposits	87 4 11
Interest now payable on shares	4,032 0 0
Reserve fund	5,533 5 2
Interest in Australia to 1st January last	£12,000 0 0
Less balance against London interest account to this date	8,036 10 10
Profit by exchange on bills drawn by the colonial board	729 7 6
Premium on shares	932 0 0
Total	£44,827 5 7

Cs.

Less in Australia on mortgages, at 10 per cent., to 31st December last	£1,000 0 0
Deduct mortgages cancelled	0 0 0
Invested in the purchase of a house in Sydney	2,000 0 0
Funds in Sydney ready to be advanced on completion of mortgages	3,000 0 0
Invested in Government security here	4,000 0 0
Calls to be received, including 5 per cent. interest	19,000 00
Cash at the bankers	4,974 0 0
Postage cash	19 10
Balance of preliminary expenses	10,000 0 0
Current expenses here, and estimated exp. in Australia, to this date	3,000 17 2
Total	£45,578 8 7

The preceding account and the following proposed appropriation of the profits, have been open to the inspection of the shareholders, daily, since the 24th instant:

Profit and Loss Account for the half-year, ending July 1, 1843.

Interest in Australia to 1st January last	£12,000 0 0
Profit by exchange on bills	729 7 6
Premium on shares	932 0 0
Total	£14,827 5 7

Cs.

Balance against London interest account to this day	£2,400 10 10
Current expenses, as above	3,000 17 2
Appropriated in reduction of preliminary expenses	100 0 0
Dividends on 100,000/-, at 5 per cent.	5,000 0 0
Carried to credit of reserve fund	1,000 0 0
Total	£14,827 5 7

All expenses in this day are included in the above amount, whilst credit is only given for interest in Australia to the 1st January. The interest due in Australia on the 1st inst., and not taken credit for, amounts to £1,000. It will be observed, that it is proposed to declare a dividend of 5 per cent., free of property tax, for the half-year—leaving £1000 *ps.* *sd.* to be added to the reserve fund, which may be considered as further increased by £500/- *ps.* *sd.*, there being that much more due to the company, in Australia, for interest to the 1st inst., than there was on the 31st of December last, as reported to the last meeting.

The following directors and auditor go out of office by rotation, but are eligible to be re-elected, and the court of directors beg to renominate their re-election—Henry Bainbridge, Thomas Bryton, jun., and John Innes, Esq., directors, and Sir John Pirie, Bart., auditor.

Mr. GELLOTT complained of the amount of the preliminary expenses, and several other items in the balance-sheet, and proposed that they should print the accounts for the use of the proprietors.—A PROPRIETOR asked if there was any responsibility beyond the amount of the share?—Mr. INNES said the charter provided that the responsibility should be 1000/- per share.—Mr. BLAISE thought it was unnecessary to keep a certain sum invested in Government securities under the charter.—The CHAIRMAN observed, as they went on borrowing money, it would be always necessary to keep up a certain sum to pay off interest, &c.; besides, it all tended to their security as shareholders. If they were ever to stop for the want of such, they would never get the same confidence afterwards as a public company.—Mr. GARDNER: We had better lose 5 per cent., than do any such thing.—A PROPRIETOR suggested the laying out of a portion of that capital at better interest, and if money were wanted they had only to call on the proprietors.—Mr. INNES wished it to be understood that many opportunities of laying out money had occurred in the Australias, but then the security was not of that character to satisfy them, on that, at present, they were not in want of money—in fact, they had too much capital.—Mr. BLAISE said, as they did not get on so fast in their business as they had expected, it was necessary to keep down their expenses in Sydney. At present, their expenses were something like £1000, or £2000, a year.—Mr. INNES: £1000.—A PROPRIETOR thought that a large sum, particularly as they were not leading money so largely as was expected.—After some words from Mr. GELLOTT, Mr. MAUDIE, Mr. BLAISE, and others, the report was received and adopted unanimously, and also the resolution for the declaration of a dividend.—Mr. GELLOTT wished to know the great object of the reserve fund, and its amount?—The CHAIRMAN said it was now £2000, and it was for the security of the directors as well as the proprietors.—Mr. BLAISE thought there was no limit to that fund, and that it was usual, at every annual meeting, to appropriate a sum. It was necessary to have a large reserve fund, to stand well before the public—besides, to provide against any fluctuation in the dividend.

Mr. GREENE (a director) thought it must be clear to every one, that a large reserve fund must very much increase the value of those shares, and that who might purchase them at the same time purchased their interest in the reserve fund.—A PROPRIETOR said he would rather keep it 5 per cent., and double the reserve fund.—The CHAIRMAN then submitted the names of Henry Bainbridge, Thomas Bryton, jun., and John Innes, Esq., as directors, who were all unanimously re-elected.—Sir John Pirie, Bart., was also re-elected as auditor.—In reply to a proprietor, the CHAIRMAN said they could have lost three times the money in the time, but they preferred taking the full sum. The losses of Sydney in losses property was mentioned, per annum.—Mr. GELLOTT then referred at some length into the different items of the balance-sheet, and concluded by saying:—"That a detailed statement of the amounts, should be printed, and sent round to the proprietors seven days before each annual meeting."—This motion gave rise to much discussion, and Mr. GREENE, as well as the CHAIRMAN, thought it a reflection on the directors, to require so minute a detail as that alluded to by the worthy proprietor.—After some remarks from other proprietors, Mr. GELLOTT expressed himself content with a more general statement than what he had just proposed, when the motion was put by the CHAIRMAN, and passed unanimously.

It was also proposed by Mr. GELLOTT that a list of the shareholders should be published.—Mr. INNES said the subject had long since this engaged the attention of the directors. Such a plan would certainly satisfy the public in judge of the responsibility of the owners, and in case of their borrowing money, would be advantageous, but to offend the rest of the directors it did not seem of all necessity till a more advanced period. Now, there were 2000 shares, of which only 1000 were issued, but it was said the number was constantly increasing.—Mr. GREENE (from Australia) thought it was quite unnecessary.—After some consideration, Mr. GELLOTT withdrew his motion, when, on the motion of Mr. GREENE, seconded by Mr. WATSON, thanks were unanimously voted to the directors, for their attention to the interests of the company.—A vote of thanks was also passed to the chairman of the day, when the meeting adjourned.

IRISH WASTE LAND IMPROVEMENT SOCIETY.

The half-yearly general meeting of the proprietors in this company was held at the King's Head, in the Poultry, on Thursday, the 3rd instant,

The Right Hon. the Earl of Devon, in the chair.

Mr. PAY (the secretary), after reading the advertisement convening the meeting, read the directors' report, which was very brief, alluding principally to the progress of the management of the estates in Ireland, as laid down in Col. Robinson's report, laid before the meeting on the 10th of February last, and expressing the perfect satisfaction of the directors at the present prospects of the society.—[Not having had an opportunity of laying before our readers Col. Robinson's report, we give the following as the principal points of importance contained therein:—It states, that the society was formed to construct works of a general character—such as roads, bridges, fences, drains, &c.—beyond the skill or capital of the tenants; and, by such facilities, to let and reclaim lands not otherwise available. To carry this into effect, each steward was furnished with instructions, in which the most rigid economy was strictly enjoined, and not a shilling was to be expended without a prospect of its yielding a proportionate return; clear accounts were insisted on, correspondence established, and rules prescribed, for adding as much as possible to the numbers, responsibility, and comfort of the tenants. As the lands under whose authority the estates have a future interest in their reclamation, they were applied to, and Sir John Burke, who owns the Ballinakill property, has been most manifest; Mr. Taaffe, of Glensacke, has been most liberal and useful; and these gentlemen, who are large shareholders, with Mr. Lynch, have subscribed towards the prizes, to be periodically distributed among the tenants, for improvements in agriculture and domestic habits. Up to the autumn of 1842, the prospects were most cheering; the tenants had bestowed increased care on the cultivation of their farms, many additional acres were being reclaimed, and turnip husbandry—that rare source of improvement—was commenced; the crops on all the estates were large and fine, and an abundant harvest promised to enable the tenants to pay the debts contracted during the three previous years of scarcity. The heavy depression in prices, however, in October and November, threw a gloom over their prospects, and a general panic ensued; but things are now gradually improving; cattle are more in demand, potatoes realize one third more, and the cottages of the peasantry—which, in 1840, consisted of mere hovels—are becoming comfortable, neat, and cleanly. The following is the system of management laid down:—Moderate rents during the first years of occupancy, instructions by the stewards of model farms, loans of timber, seed, oats, potatoes, &c.; allowances for reclamation, draining, liming, &c.; assistance in fencing, steady employment, with fair wages, &c. The Ballinakill estate consists of 623 piazzata or Irish acres; the society have made on it 1000 perches of roads, and 8200 perches of drains and fences; there are thirty-two tenants on the estate; and, in 1842, their crops were valued at £257. Sir John Burke, the landlord, has liberally subscribed £20/- towards the prizes for next (the present) August, and gives 2/- per acre for one acre each farmer annually retains.—Glensacke contains 3800 acres, containing 800 perches of roads and 3000 perches of drains and fences; the crops were valued at £300, and the stock and houses at £600. Mr. Taaffe subscribed £6/- towards the prizes, £1/- towards the erection of a chapel, and £1/- towards lowering Lough Turlin four feet, to open some large beds of marsh just under its surface.—Killarney is a large estate, containing 2600 acres, and in August, 1842, there was not one foot of road upon it; there are now 2443 perches of roads, and the stock and farms are valued at £400.—Tulligilane, in Limerick, consists of 1000 acres; 2300, have been laid out upon it, and is let to one tenant, clearing 7/- per cent. on the cutting.]

The SECRETARY read the statement of accounts, from which it appeared there had been a loss from the bankers of £2000, and the balance in hand was £2000, 15s. 6d.; and, from the statement of assets and liabilities, a balance appeared in favour of the company of upwards of £6000.—The CHAIRMAN explained, as to the loan from the bankers, they must either have done this, or made a call on the shareholders, and the directors preferred the former, as the most prudent mode. He believed there was no exaggeration in the statement of the assets, but it would be found it was made on very low estimates. Mr. BEAMONT said, he thought it highly desirable that they should be informed of the progress in the value of each property—viz., what the original rent was, and its worth at any future time, which might be due at intervals of say two or three years; and he should suggest that the valuation should be made by disinterested and intelligent parties, in the neighbourhood.—Col. ROBINSON explained, that the rental of each estate would be seen at full, in his report. On one estate, for instance, they received £60/- per annum out of £6000, and further applications for farms were being made.—Mr. BAINBRIDGE was happy to have raised the question, and was extremely well satisfied with the reply.—Sir JOHN BURKE, in moving the adoption of the report, said, he was interested in the Ballinakill estate, as the proprietor, and as being a shareholder in the company. He was most anxious, and would lend his aid to the utmost of his ability, to carry out the improvement with enterprise and talent, as he was sure the success of the company was of vast importance to the population of Ireland.—Mr. MAUDIE seconded the motion; and the report was unanimously adopted, and ordered to be entered on the minutes.

A PROPRIETOR said there was an expression in the directors' report of their thanks to Col. Robinson, for his exertions in the cause, and he thought the proprietors ought also to express their sense of his services; he therefore proposed the thanks of the meeting to Col. Robinson, which was acceded. The CHAIRMAN read the statement of accounts, from which it appeared there had been a loss from the bankers of £2000, and the balance in hand was £2000, 15s. 6d.; and, from the statement of assets and liabilities, a balance of the same amount of £6000; and the CHAIRMAN said that he had been admitted to the Bankers' Association for the Prosecution of Cases of Forgery, which privilege no other joint-stock bank enjoyed. One case had been prosecuted by the bank, in which they had to pay the expenses themselves, but the next would be shared by the bankers generally. (Hear, hear.)—The motion was seconded by Mr. JONSSON, and passed unanimously.

Mr. EMMETTON said he was one of those that came in at the first establishment of that bank, and never heard of dividends being paid as described in the pamphlet, and did not believe it, or he would have objected to it long since. (Hear, hear.)—The object of his rising was to move a vote of thanks to the directors for their good management during the last six months, which he thought they were deserving of, when it was considered how unprecedented the times were, and how difficult it was to employ money in any advantageous manner.—He thought it was worth their attention to see if they could not limit the allowance on deposit accounts, or to make some other arrangement. He hoped they should continue to go on as prosperously, and that the directors would take the same care of their interests as they had done hitherto.—Mr. JOHNSON seconded the motion, which was passed unanimously.

The CHAIRMAN returned thanks, and would merely say that he really believed they were as zealous for their interests, as it was in the power of any eight or ten gentlemen to be. (Hear, hear.)—He would not pretend to anything more than the ordinary talents of a man of business. They had no great men amongst them, but those they had were honest, able, and disposed to conduct their business with real and integrity, and to whom nothing would be more agreeable than to receive every half-year the same vote of their kindness and confidence as at present. (Applause).—In reply to a proprietor, the CHAIRMAN said that was the only bank in the city that had annual meetings, and they were perfectly independent of the board, they only came there to audit the accounts, and they had nothing to do with their appointment or their conduct. They had had to sue for whatever they thought necessary, and it was always supplied by the directors. He thought those gentlemen were deserving of a vote of thanks for their attention to their interests. (Applause).—The motion was seconded, and unanimously agreed to.

The CHAIRMAN proposed a vote of thanks to their general manager and other officers, for their conduct during the past half-year. It was impossible, with thirty managers, to have all alike effective and equal in talent; but, taking the whole, it might be said they performed their duties in a very able manner, as witnessed by the progress of the business. (Hear, hear.)—He was happy to inform them, that, since the last meeting, they had been admitted to the Bankers' Association for the Prosecution of Cases of Forgery, which privilege no other joint-stock bank enjoyed. One case had been prosecuted by the bank, in which they had to pay the expenses themselves, but the next would be shared by the bankers generally. (Hear, hear.)—The motion was seconded by Mr. JONSSON, and passed unanimously.

Mr. LEARD (general manager) returned thanks, and said that their present system was quite unsatisfactory to any expansion of their business that they should be fortunate enough to obtain. Within the period of the last two years the business had doubled itself. (Hear, hear.)—It must not be supposed that he took personal credit to himself for this, for the fact was, he, with his other colleagues, had only discharged his duties, under the direction of the chairman and directors, of whose devotion to their interests it was impossible to speak in terms of adequate praise. He again returned thanks for the honour done to himself and the other branch managers. (Applause).

Mr. EVANS then moved a vote of thanks to the chairman of the day, which was passed unanimously, and the meeting adjourned.

(ADJOURNMENT).

UNITED KINGDOM LIFE ASSURANCE COMPANY.

The annual general meeting of shareholders in this company was held at their office, in Waterloo-place, on the 1st ult., JAMES STUART, Esq. (chairman of the board of directors), in the chair.—The CHAIRMAN laid before them the annual report of the receipts and disbursements of the company, and of the amount of their funds; and also the annual report of the accuracy of the accounts of the company, attested by their auditors, both in terms of the Deed of Settlement. The meeting having then proceeded to the annual election of four directors and one auditor, in the room of those retiring at the annual meeting, in virtue of the Deed of Settlement, the CHAIRMAN said, that he now had a very agreeable part of his duty to discharge, in offering to the shareholders the above congratulations of the board of directors on the probably favourable and very prosperous state of the company's affairs during the last year, from 31st December, 1842, to 31st December, 1843. He would take the liberty of mentioning as far as words would permit, the grounds which caused him to make so satisfactory a communication to the meeting. In the first place, the reports of the receipts and disbursements of the company, laid before the general annual meetings in July, 1842, and to-day, and now engraven in this minute book, in terms of the Deed of Settlement, show an increase of the funds of £100,000, between 31st December, 1842, and 31st December, 1843, after payment of half yearly dividends, at the rate of 5 per cent. per annum on the original amount of the company.

Secondly, the whole income of eight joint-stock policies, only amounted to £2000, while the losses on seventeen policies, after making deduction for some paid, amounted to £10,000. This is an remarkable a difference, that he would detail to the participants, that the sum received for losses received in 1842, was less than the sum received for losses received in 1843, while the losses on seventeen policies, after making deduction for some paid, amounted to £10,000. (Hear, hear.)—Thirdly, the management of the funds of the company, and their increased business, enabled him to state, that, on the 1st ult., their annual losses amounted, as nearly as possible, to £100,000, while, at the general meeting

of the miners and smelters, as well as the ministry of large? If this immense stock of iron, which cannot be converted into metal, for an other reason than the one just mentioned, is so much dead property on our hands—for we cannot export it as the Asturians do their coal; & besides, the supplies of national fuel, now more or less entirely replaced by their own, encouraged that the foreign importations should be cut off, are not the united miners and smelters right in demanding the means of keeping their works in operation? If, in the urgency of every case, it should even appear that the suppliers of home coal cannot afford them at a fair and reasonable price, would not the miners and smelters be justified in raising on a reasonably high price, to cover the demands of the whole country—say, of even the smelters established along this part of the coast—here we must resort to shield our actions from the injuries which inevitably accrue on? This is the exact position of the men in reference to our miners and smelters. The former expect their coal, and yet they cannot supply them, to the mutual convenience of a reasonable rate—say, they cannot easily buy another mine, even if they were to devote themselves exclusively to its works.

In proof of what we assert, we undertake to say, in reference to the 451,200 tons of coal shipped in 1847, from the coal ports of Gijon, Aviles, and Villar, alone, and of which the Oviedo proprietors speak, that, even if the whole had come here, the quantity never could have sufficed, for the consumption of the twenty-seven smelting establishments upon the immediate part of our coast, requiring, as they do, at least the greater daily, which would bring the total annual amount to one million of quintals. It is therefore evident, in the first place, that we are obliged to a supply of all the fuel which we require, beyond the capability of Asturias; and, in the second, that the price of the article thereby brought to us should be incompatible with the smallest fuel profits. And if the exploitation of home coal was prohibited, still the Asturians would not have it in their power to send it on a sufficient scale for the present at least, owing to certain which they themselves have incurred. Our time, however, a short ago, said, if the Asturians wish to continue in the coal market, they must incur loss. To make railroads and waterways—do health and create a sufficient number of suitable mining districts—to establish a series of smelters, and procure all the facilities opening the ground as far from the sea as possible, will require some years, and, in the aid of many favorable circumstances, this will be possible; and, in the interval, our mining district being threatened with destruction, owing to the having incurred no capital without generally obtaining a profit, in consequence of the losses of importation of coal, the determined period. To the expediency of this however, we are, therefore, now endeavoring to add advantage, by rebating the arguments advanced against it.

The Oviedo proprietors allege, that "the immediate result of such a measure would be the alienation of the home coal, more particularly those very valuable ones situated upon the coast." This, no doubt, means that, if the introduction of foreign coal is allowed, the Asturians would not be able to sell theirs, and, consequently, would have to close the works—an impossible method—for them, and, we will add, for the majority of large and smelters; but we happen—may, we have the satisfaction to know, from better knowledge themselves—that, in the course of a year, they could not extract the iron for their smelters which they have already received. They actually tell us, in private communications addressed to us, that, among the first operations of the struggle of export, they have already disposed of their production since for one year, and they have still the opportunity of a regular sale of coal, which, in fact, enables them to sell the produce of their industry, what losses have they had for the consequences of the first introduction of the coal article from abroad, for a determined period—say, a millennium, at least, to reduce the wants of the industry, by gradually increasing, and each yearly improvements as would enable them, at the expiration of the second third, to supply the Spanish market themselves, at reasonable prices? Were these computations once made, we should be the first to say for a reduction of foreign coal, but, in the interval, we cannot see what reason, or under what circumstances, the Asturian miners can be induced to abandon the industry, in our opinion, are wholly unfounded.

We shall now offer a reply to what the proprietors urge respecting the introduction of foreign coal upon foreign roads, in which it appears that would never follow the example of other nations. Great Britain included—by settling themselves of a principle of economy naturally adopted—say, to put it just—that is, removing the national debt by progressive duties, so as to enable it to compete with that of foreigners. This is, indeed, a principle to which we are averse, and, we believe, that the adoption of an analogous principle in the best mode of proceeding—because, with a view to application for no cause and consequence. The Asturian proprietors acknowledge, that among the men who most ardently wish the removal of the coal, there are some who, a few years ago, only condemned the importation of coal, and now propose to do for their establishments a great deal that have secured important benefits during the continuation of the existing state of things. If all the smelters had been also in great distresses of the circumstances which presented themselves, in those years, when, in their judgment, they would most greatly prosper, from the want of the coal, and the consequent extensive purchase of coal, and, by a private person of his own, found out the cause of reducing and pumping it well—and this is, in fact, the real secret of that arrangement which his works were then attacked. But these are personal circumstances, which cannot operate by force of every member of his same article of industry. On the contrary, since there is no work, as it was natural they should do, many of them, indeed, more than they are worth, working works have, however, increased in number, and, to suffice and prepare iron works, which had been previously reduced, is not the same thing as to stanch the ordinary road of coal, at a rate—and in the fact no business nor compliment a speculation as some people may imagine.

But I have already exceeded my limits, and, perhaps, exhausted your patience, Mr. Editor; I must, therefore, leave your readers to draw their own conclusions from the facts elicited during the pending contest between the Carthaginian smelters and the Asturian coal proprietors. Still may I be allowed to remark, that one of the passages above quoted reveals a cause, and, indeed, to many persons, an unexpected circumstance—viz., that the greater part of the Asturian coal (by special pettling exported, while the prohibition to ship iron, except copper, under certain restrictions, is enforced) goes to foreign countries—as may naturally be presumed, to contiguous ones; but, if vessels are used, and a voyage round Cape Finisterre, along the coast of Portugal and Andalucia, and then up the Mediterranean, serve to enhance the price to such, that the Asturian coal cannot be delivered on equal terms at Carthagena, foreigners must either fetch those away at great cost, or they are sent in Spanish vessels to French ports, near the Bay of Biscay. At all events, from what has been brought to light during the discussion of this novel and interesting subject, it is apparent that, with all the fair play to which they are entitled, while the experiment is going on, and the protection of the Government to boot, a considerably thinner slice always before the Asturian are placed in a situation to supply the Mediterranean shores with a sufficiency of fuel to keep their furnaces in blast; and, after the progress made in mining in the southern provinces of Spain, and the brilliant prospects which the inhabitants of that division have before them, it would be pity to see their efforts thwarted and their hopes destroyed through the scarcity of an essential element. Already has the aspect of that part of the country changed, and the signs of the halo over it have faded. Along the whole coast, unless activity prevails, which has only in a very slight degree been interrupted by the unusual quiet, in which certain classes of the Spanish population are at present engaged. In the north, it already affects the indolent inhabitants; and their more deserted ports continue to be frequented by numerous vessels—foreign, as well as national—bringing to them useful articles, which they are now in a position to purchase.

W. W.
London, Aug. 1.

UNIQUE FORMATION OF THE WESTERN PYRENEES.

TO THE EDITOR OF THE MINING JOURNAL.
Sir.—On the 20th ult., when on picket some four or five miles to the right of the Moja Pass, and looking towards France, I observed the singular wave-like formation of the crests of those mountains, as they faced Spain—surrounding the long range on the continental coast, suddenly arrested and turned back on the horizon of rolling over and breaking. No such similar appearance as to be found in other mountainous parts, although I have examined many, in various parts of the world. I have somewhere seen the wave-like formation to distinctly resemble as in that part of the Pyrenees above mentioned.

June 20th.

LIGHTNING CONDUCTORS.

Sir.—In Mr. Isaac's lightning conductor for ships, there is no provision whatever made for the "stored electricity," and any danger resulting from that source is even, balanced by Mr. Heron's direct opposition to the well-contrived and well-supported opinions of most electricians. Silence and truth, however, will finally give way before the powerful assertions of Admiral Adams, Sir Edward Codrington, and Lord Elliot. It is, however, worth to be remarked, that the "soft and small noise" of which should be distinguished by the hums of a singer or a violinist; I remember, many years ago, that the lightning fell on the conductor of the "soft noise," of Derby, by which it safely reached the ground, when it plucked off a branch, and struck a prominent object to the vicinity. The recent case of the cathedral of Newcastle, however, is so clearly demonstrative of the latter opinion, and consequent danger, that Mr. Isaac should do right to take heed, and provide well the warning note. We suffice struck the lightning conductor attached to the cathedral, and by it was safely diverted to the ground; but, however, instead of preventing the earth, it cleared off horizontally, and exploded its accumulated force in an adjoining tower. The conductor was fixed in the most perfect condition, and of sufficient conductivity throughout. During a severe thunder-storm, the great church of Bradford was struck by lightning,

being the second visitation within a few years—a fact confirmatory of the ample proof of the susceptibility of localities now struck to a residuum of the matter, and to the necessity of having conductors. J. MURRAY.
July 27.

BLAENAVON IRON AND COAL COMPANY—MR. T. DEAKIN.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—In the last Journal, your Aberystwyth correspondent, "H. K. L.", intimates that Mr. Deakin must have misinterpreted, or compassed his time to no purpose, inasmuch as he is an agent to the Blaenavon Iron and Coal Company, and your correspondent happens to be an unfortunate shareholder. Now, if "H. K. L." is what induced him to invest his money in the Blaenavon Works—Was it its former prosperity? Undoubtedly it was; but time brings with it some unforeseen changes, and five short years since Blaenavon Works were destined to experience its result. Figuratively speaking, the vessel was new launched, her former officers drafted out, and with gold for her ballast, and mineral wealth for her cargo, she set sail; but, unfortunately, lucklessness was placed at the helm, and, as was anticipated, founders—hence its unfortunate shareholders. But, Sir, I entertain strong hopes that the ship will yet be righted, experienced officers put in command, a prosperous voyage, and the unfortunate shareholders rewarded tenfold.

Aberystwyth, July 1.

A SHAREHOLDER.

ON THE BLOWPIPE.

BY THOS. F. MOSS, MINING ENGINEER.

The importance of the blowpipe in analytical research is daily advancing with the progress of chemistry. The knowledge of its use is of the utmost importance to the mineralogist, for, with the assistance of a few simple reagents, he is enabled to determine, in a few minutes, most of the compounds of a mineral, by the usual process of analytical examination, in the wet way, would require hours and often days. When travelling, he is often compelled to let his curiosity rest satisfied concerning the nature of minerals, which he may find, till he returns to his laboratory; whereas, with a knowledge of the use of the blowpipe, he would carry with him the means of determining minerals and their component parts on the spot, and of ascertaining the presence of substances, which, if contained in small quantities, would be detected only by the most accurate analysis. An examination before the blowpipe is to be considered as preparatory to a quantitative analysis by the wet way. It is not, however, meant that the blowpipe is infallible in detecting all the compounds of a substance, for one of its components may have such a strong reaction as to conceal the re-action of many others; nor is the following meant as a complete treatise on the blowpipe, but merely to give an insight into its importance, and some of its easier applications, which it is hoped may be service in mineralogical summer excursions through our interesting country, and perhaps aid in adding the knowledge of the blowpipe to his other acquirements. Supposing the reader to be acquainted with the form and manipulations of the blowpipe, I will proceed to describe the order of examination of a substance before the blowpipe and its different reactions. The quantity of mineral which serves for examination need be but small; for many operations require the size of a miller's seed willow, and for some even a much smaller quantity is more than sufficient; another advantage which the blowpipe possesses, especially if we have to deal with valuable and rare specimens. The first operation is to place a small portion of the substance in this glass tube closed at one end, then to heat it over a spirit lamp, and afterwards by the blowpipe flame. The object of this operation is to determine what volatile substance the mineral may contain, and sometimes to prepare it for succeeding operations. One of the volatile substances most commonly met with is water, either hygroscopic or chemically combined. The state in which it exists is easily determined by examining the deposit at the cool end of the tube, and ascertaining whether it has an alkaline or acid reaction. An acid reaction of the water results from the decomposition of acid salts, carbon from the decomposition of neutral salts, and then usually from the nitrate, which fill the glass tube with the vapours of nitrous acid, and from the sulphate when sulphurous acid is disengaged, which may be known by the smell. Fluoric acid is also driven out of some of its compounds when water is present, and this is easily recognized by its pungent smell, and by its destroying the lining of glass. Besides water, many substances, when heated in a glass tube closed at one end, are volatilized and deposited on the cooler parts of the tube; these sublimates are distinguished from one another by their colour, fusibility, and volatility. A sublimate of red-brown globules, which, on cooling, become yellow, denotes sulphur; a reddish sublimate, or one which in large quantities is black, and which, on being rubbed, has a dark red appearance, shows the presence of arsenic; this burns in contact with the air, with a blue flame, spreading a very characteristic smell like decayed horse-radish. Arsenic sublimate also when the substance contains metallic arsenic or any of the arsenites, and also some of the arsenides, is easily known from the vapour, having a smell like garlic; quicksilver is easily known, and forms a grey sublimate which on being moved forms into small globules of metallic quicksilver; heat sublimate carbon from most of its compounds, and the sublimate when heated in contact with the air is changed into a yellowish-brown vapour of acids of sulphur; tellurite sublimate at a strong red heat, and deposits on the cool end of the glass tube metallic globules; the oxide of antimony sublimate to shining needles, melting fast into a yellow fluid; the oxide of tellurium has a similar action, but is not so easily volatilized, and does not sublime in crystals; arsenite and sulphite very easily; arsenic acid is changed by a high heat into arsenious acid, and gives the same sublimate; acidic acid sublimate in white drops and crystalline needles, and disengages a very characteristic smell, which strikes the eyes and nose in a very unpleasant manner; the chloride of mercury gives a yellow sublimate, which on heating is greyish-white. After having examined the mineral in a glass tube closed at one end, the next operation is to heat another portion of the substance in a tube open at both ends, the object of which is to see if volatile substances are disengaged by contact with the air; by inverting the tube more or less from a horizontal position, we have it in our power to increase or diminish the access of air. The substances which are thus disengaged, escape either as gases, or are exhibited in the cooler end of the glass tube. Sulphuric acid is one of the substances which escape in this manner as gases. The small quantity of this, which may be easily detected, if, when heating, the tube be held nearly horizontal, and then immediately brought to a near perpendicular position without letting the substance drop out, and held with its upper end to the nose, with the sulphuric acid is easily detected by its pungent smell. Combinations of volatile, tested in this manner, give a red exhibition of arsenic and the peculiar smell of sulphur; combinations of tellurium give a grey or greyish-white sublimate, which melts into clear transparent globules; combinations of arsenic give, when heated in the glass tube open at both ends, a similar sublimate to the combinations of arsenious acid, when heated in the tube closed at one end. The sulphur of bismuth and the metallic combinations of bismuth give a sublimate of oxide of bismuth, which, by heating, melts into yellowish-brown drops. Minerals containing a small quantity of bismuth give a sublimate which is surrounded by dark yellowish sublimate of bismuth, which becomes pale on heating; and has a similar action, but the sublimate is much lighter; sulphide of lead and arsenic of lead give a white sublimate, which, however, melts in a grey colour; the sublimate of tin gives a white fatty sublimate; molybdate of lead, a white powdery sublimate and light yellow shining crystals, which are easily volatilized.

[To be continued.]

THE ELECTRIC MACHINE FOR THE COMPRESSION OF THE GAS IN AN ATMOSPHERE.—To attain a very high degree of compression of atmospheric air (or inclosed) with one or more compressors communicating pumps, taking their supply immediately from the atmosphere, and gradually increasing the point of compression, until the required intensity is obtained, great difficulties attend the operation; the resistances offered by the condensing stroke of the piston continually increase, until all the working parts of the pump are exposed to severe strain, and often cause considerable escape of air, but if the pump be supplied with air of a greater density than the atmosphere, but less than that in the reservoir, we get rid of this latter strain, and the pressure on all parts of the pump remains equalized. To remedy the above defect, Mr. D. A. H. Saunders, of Gloucester, has invented an apparatus which appears to lessen the pressure intended; it consists of three pumps, the axes of which revolve in a common diameter, but have a relative perspective to each other—say the second contains a smaller pump to two times the first, and the third equal to the second. The three pumps working in these cylinders are enclosed in a frame, and their work simultaneously, and the valves are so arranged that the air entering the large cylinder, at the same pressure of the atmosphere, is forced into the second at a pressure equal to two atmospheres, and into the third at one atmosphere, from which through a valve it passes to the reservoir; by this arrangement much less power is required to work a practical compressing apparatus, and perfect regularity of motion and pressure is obtained, the pressure of each pump on the three strokes of each piston, where the working proportions, never exceeding the atmosphere.

THE IRON BRIDGE ON STOUR WATERS.—We are sorry to learn that one of the piers of the bridge at Cefnhead, between Monmouth and Abergavenny, was blown up last Saturday, which has thrown a mass of 300 tons out of work.

* From the Journal of the British Institute.

EASTERN UNION RAILWAY.

At a meeting of a provisional committee of gentlemen, met to consider as to the extension of the Eastern Counties Railway by way of Ipswich to Norwich, with branches to Harwich Harbour and Bury St. Edmund's, held at the Great White Horse Hotel, Ipswich, on Friday, the 29th ult., the MAYOR in the chair, Mr. THOMAS CLARK and Mr. BARRY attended, and laid before the meeting the plans, sections, and detailed estimates, of a line of railway from the Colchester terminus of the Eastern Counties Railway to the Norwich terminus of the Norwich and Yarmouth Railway, with branches to Harwich Harbour and Bury St. Edmund's, with estimates of the cost and traffic, which appeared to the meeting to have been prepared with much skill, care, and consideration.—It was resolved unanimously—"That the completion of the project would be eminently beneficial to the district, and to the eastern part of the kingdom, and is well deserving the support of the county, and of the public in general."—It was also resolved, at the opinion of the meeting, that it would be remunerative to the parties undertaking it, and that a general meeting be called of parties interested in promoting the undertaking, with a view to its advancement, such meeting to be held at the Town Hall, Ipswich, on Tuesday next, the 5th inst., at twelve o'clock.

TU THE PROVISIONAL COMMITTEE FOR EX'ENDING THE EASTERN COUNTIES RAILWAY FROM COLCHESTER TO NORWICH.

GENTLEMEN.—The propensity of forming a line of railway from London to Norwich first occupied my attention in the year 1834, and at that time I caused various surveys to be made in furtherance of such an object, but the difficulties of the country appeared in me so great, and the objections of landowners of such an enormous nature, that I did not then proceed further with the project. In the following year, during my temporary absence from England, a company was formed, who, as you are aware, laid down a line from London to Norwich and Yarmouth, under the direction of Mr. Bradshaw, of which the portion up to Colchester is now executed. So far, the difficulties which previously existed with landowners have been removed, but those of construction, mainly existing between Colchester and Norwich remain the same. Since the time when the Ipswich Stock Committee called me in upon that undertaking, I have had my attention generally directed to the subject of a railway through the Eastern Counties, and more recently have been consulted on the project of extending the Eastern Counties Railway to Norwich, by a plan proposed by Mr. Bruff, in conjunction with whom I have much pleasure in submitting to you the accompanying report, and in associating myself in this undertaking.

I have the honour to remain, Gentlemen, your obedient servant,
Hannover, July 21.

W. TURNER CLARK.

REPORT OF THE ENGINEERS TO THE PROVISIONAL COMMITTEE.
GENTLEMEN.—We have surveyed the line of a railway from Colchester to Norwich, of a highly favourable character, which, rejecting the Eastern Counties Parliamentary route as being altogether of too expensive a nature, and, instead of crossing the main valleys of the country at right angles as that was intended to do, follows them as far as possible, and adheres to the natural level of the country. It has been a great object in laying down this line to obviate the necessity for the future construction of long and expensive branches, and it has been found, by so doing, that those proposed from Colchester to Bury St. Edmund's, from Ipswich to Bury St. Edmund's, and from Colchester to Harwich, altogether amounting to nearly seven miles, can be superseeded, and the communication more effectually opened by two short branches—one from Bury St. Edmund's, of thirteen miles in length, the other to Harwich Harbour, on the Suffolk side of the River Orwell, of five and a half miles in length. By this means, the construction of fifty-eight and a half miles of proposed railway will be saved, while, at the same time, an equal amount of traffic will be realized. The most easy country in the district has been selected, for nine continuous miles (embracing part of the main line and the whole of the Harwich branch), the line will be level, and formed along the shore of the River Orwell, which may be considered about forty acres of land, over which the tide now flows, should it be deemed advisable so to do, and without interfering with any ornamental property. I have the honour to remain, Gentlemen, your obedient servant,
London, July 21.

W. TURNER CLARK, Engineer.
THOS. STIFF, Assistant Engineer.

BRITISH AND FOREIGN INSTITUTE.

In our Journal of last week we briefly noticed the formation of this institution, an advertisement, with the resolutions passed at a meeting held on the 2nd ult., at the Hanover-square Rooms, and a complete prospectus, appearing also in that Number. The intentions of the designer of this superb institute—Jas. B. Buckingham, Esq., the celebrated author and literary traveller—are to offer facilities which cannot be obtained at any of our chief literary institutions to foreigners, colonists, or English country residents who live in town, not only the means of personal communication, but to give them easy access to the library rooms of this vast metropolis; and this at no moderate cost, that while it will support the establishment in a style of responsibility and elegance, compatible with the name it bears, it will not deter persons (journeymen here for a brief period) from availing themselves of the advantages offered. We must not, however, be misunderstood, as it is only the comparatively wealthy who are to be admitted to taste the intellectual feast offered, yet even here it will confer a great boon, even partially to non-residents, as establishing ready of access to these grander a social position, in communication with all parts of the world, making the learned and the rural societies in literature and science, and, from the libraries and collections which will take place weekly, will again renew birth to antique and forgotten books. It is estimated that there are now individuals who visit London annually, either on pleasure or business, or both, and while the great majority of these would not be able to willingly to leave the city without the loss of the benefit of the library rooms of this vast metropolis; and this at no moderate cost, that while it will support the establishment in a style of responsibility and elegance, compatible with the name it bears, it will not deter persons (journeymen here for a brief period) from availing themselves of the advantages offered. 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RAILWAY AND COMMERCIAL GAZETTE

IGNEOUS ROCKS OF THE SOUTH STAFFORDSHIRE COAL-FIELD.

At the advice of the President of the Literary and Philosophical Society of Lichfield, a short time since, Mr. BLACKWELL laid before the meeting some account of recent investigations, by the Dudley and Midland Geological Society, into the extent and position of the igneous rocks of the South Staffordshire coal-field, in doing which, he said he would confine himself simply to one or two points connected with the probable centre of eruption for the great bed of trap rock (locally, green rock) of the Wolverhampton coal-field, upon which recent discoveries have thrown an entirely new and unexpected light. After briefly alluding to the principal and best known masses of the igneous rocks (the Rowley Hills, Netherton Hill, and Barrow Hill), and to the position they occupy with regard to the surrounding coal-fields, Mr. Blackwell reminded those who were acquainted with the "Report on the Igneous Rocks," drawn up by the Dudley and Midland Geological Society, that these rocks are also found in the shape of beds of green rock, lying within the coal measures, and frequently at a very considerable depth beneath the surface of the ground. In that report the extent of these beds was fully traced, and the centres of eruption from which they were injected into the coal measures were also pointed out, as far as was then practicable. But, upon this latter point, a difficulty occurred with regard to the Wolverhampton bed; for this had several such centres of eruption had been long fixed upon, of which Pook Hill may be mentioned as the most important; but when the committee who were appointed to pursue the inquiries upon this subject came to understand more thoroughly the exact position of this important bed amongst the coal measures, they discovered that the occurrence of the large masses of green rock at Pook Hill, the Nochells, and other localities in the Wolverhampton district, was owing not to these points being centres of eruption, but simply to the bed of green rock throwing off from its upward surface large masses, which occasionally rise to the surface, or nearly to the surface, of the ground, the under part of the bed maintaining its position unchanged, and the coal measures ranging underneath it, in a comparatively undisturbed state. The question, therefore, presented itself—If these are not the centres of eruption, from whence has this large mass of igneous rock proceeded?—and it became an interesting point to endeavour, if possible, to ascertain this. Before doing so with any degree of certainty, it was necessary to trace the extent of the bed in all directions, and especially to mark its boundaries for the line along which, on either side, it thins out amongst the coal measures, and is, consequently, lost. This was done without much difficulty, where sinkings had been carried down through the bed itself, for the purpose of working the lower measures of coal and ironstone, and, fortunately, the committee were soon enabled to discover a pretty certain test of its presence, even where this was not the case. Over the whole extent of the coal-field where beds of trap rock are present, veins of white rock are met with, running irregularly through the coal measures, which lie above the trap rock; these veins are thrown off from the upper surface of the latter, and bear a somewhat similar relation to it, both in their position and their mineral character as well, which the veins of Cornwall do to the large masses of granite from which they proceed. Raising upwards through the measures above the bed of trap rock frequently to a considerable height, these veins are a certain criterion of its existence beneath; so that, by this means, the area over which the trap rock extends may very frequently be pointed out, even where there are no actual sinkings carried deep enough to pass through the bed itself. From actual sinkings, this bed is known to extend for several miles to the north of Wolverhampton; its breadth varies considerably, but, in some places, it is not less than from three to five miles broad, while to the south it has been proved to come down as far as the Moat Colliery, at Tipton—a bed twelve yards thick having been sunk through at this point. Neither to the north nor to the south of these localities have any workings been carried sufficiently deep to reach this bed, but throughout the whole of the intermediate ground, mining operations have been so extensively carried on, that its real position and the circumstances under which it is found are all well known. From a careful examination of these, but little doubt can exist that there is no centre of eruption throughout the whole of this tract; and the great evenness of the country to the north, and the regularity with which the coal measures seem to run onwards, would render the discovery of any centre of eruption in that direction extremely improbable; but in the south we have the large masses of the Rowley Hills at a comparatively trifling distance, for the space which intervenes between these and the Moat Colliery may, indeed, be so considered, when taken in comparison with the nine or ten miles along which this single bed of trap-rock is now known to extend, from its extreme northern to its extreme southern point. Were there no other evidence than this, these facts alone would establish the great probability of the Rowley Hills being the source from whence the Wolverhampton bed of trap rock has been poured out; but this probability is increased almost to a certainty by the discovery, in the workings of the collieries between the Moat Colliery and the Rowley Hills, of the white rock veins, which are such a certain test of the presence of a bed of trap rock. Taking, then, the Rowley Hills as the source, Mr. Blackwell proceeded to point out, on an Ordnance Map, the boundaries of this important bed, showing the great extent of area which it covers; and then concluded his remarks with a few observations on the extraordinary force which must have been required to pour out a mass of matter, varying from a few feet to twenty, thirty, forty, and, in some few instances, to sixty yards in thickness, and extending over many square miles of ground, while, in its onward progress, it must have uplifted and borne upon its surface the whole weight of the superimposed strata, which are, even now, in many places, upwards of 100 yards thick, and, probably, at the period of the injection of these rocks, were themselves covered with other strata, subsequently dissolved—or, perhaps, with the waters of a deep ocean.

UNITED KINGDOM LIFE ASSURANCE COMPANY.

We have had much pleasure, on various occasions, in noticing the several institutions with which the metropolis abounds for the insurance of life, survivorships, &c., and shall continue, at intervals, to remark upon them as they are brought to our attention. The above company, established in 1834, holds a distinguished place among its contemporaries, and offers some peculiar advantages, particularly in those of moderate incomes, yet who wish to avail themselves in the fullest extent of the principles of life assurance—the advantages of which experience has proved to all classes of the community. In the first place, this institution offers nearly all the benefits obtained on the mutual principle, without the risk and responsibility of partnership—two-thirds of the profits being added periodically to the amount assured, or applied in reduction of after payments; or, without receiving any benefit from profits, parties may secure a sum payable at death on a very reduced rate of premium, and the security which, in either case, the assured have, is from the company possessing an ample, active, and large subscribed capital, held in shares, by a numerous, respectable, and wealthy proprietor.

Premiums are allowed to be paid, either quarterly, half-yearly, or annually in any manner (properly stipulated) that will best suit the parties entering; and one peculiar feature in this company is, that the payment of one-half the premium will be admitted for five years, provided the interest on the other half is regularly paid—the accumulated sum then unpaid either to be made up at conversion, or deducted from the policy after death.—For instance, a gentleman of thirty-five years of age, on securing £1,000, without participating in the profits, would, upon the reduced scale, have to pay £1. 10s. 4d. a-year, but, under this arrangement, he may actually pay only £1. 1s. 4d., with interest on the same amount for five years, after which he must pay the full premium of £1. 10s. 4d. and interest on the sum owing, which may then be paid off as convenient, or, as before stated, deducted from the policy. Policies may be given as *lived-fide* security for money, and, when so held, will be paid by the company, though the party should die by his own hands, or by drowning. Their system of deferred annuities offers great advantages, and places the blessings obtainable from life assurance within their reach; for, by the payment of £100. 00 per annum, a person twenty-five years of age may secure an annuity for life of £100., commencing at sixty, and for other sums, and of other periods of life, in proportion. It is a most satisfactory proof of the success which attends this company, that while, from the pressure of the times during the last two years, a falling off in the amount assured had been felt by many other companies, an increase of £10,000. had taken place in the amount assured in this in 1863. The list of the presidents and directors, as well as the executive, rank high among the nobility and the learned interests, and the most perfect security may be had, that every proposal made to the prospectus will be faithfully carried out.

Mr. THOMAS'S RAILWAY.—The railway proposed by J. T. Thomas, Esq., which connects the canal at St. Asaph with the village of Rhostyll, is fast drawing towards completion. The splendid viaduct, four arches, of large spans, has attracted a considerable number of visitors. The works, though small and individual in size, is the most extensive and important in the West of England.

CORNWALL ENGINEERS.—The experience of engineers manufactured in Cornwall has been often referred to in our columns, personal of which is open to us, as well as that of owners of construction for the drainage of the lake of Menevia, having been noticed, while another instance presents itself, of the estimation in which the capability of construction and power acquired are held by our northern neighbours. We learn that at the works of Messrs. Sandys, Corson, and Vining, of Deptford, a large star pumping-engine is now being constructed for Sir John Hope, Bart., to be applied to a misery in Cornwall, the cylinder being 10-inches diameter with 11-foot stroke. This simple fact affords conclusive evidence of the value attached to Cornish engineers—those on Devon and West's principle as applied to pumping, and we doubt not but that we shall have to resort thereto in other parts of the world than the British Isles, one instance of which, that of the Brixham Lake, we have already noticed.

LAW INTELLIGENCE.

MUNIZ'S YELLOW METAL PATENT—INFRINGEMENT.

COURT OF CHANCERY.

MUNIZ v. FOSTER.—Mr. BETHELL stated this to be an appeal against an order of Vice-Chancellor Bruce, continuing an injunction, which stopped the works at Mr. Foster's manufactory of copper sheathing for vessels, at Swansea, and threw his numerous workmen out of employment. Mr. Foster was accused of infringing a patent obtained by Mr. Muniz, and which alleged piracy had already formed the ground-work for legal proceedings. The learned gentleman said his client, the defendant, claimed to be working under Collins's patent, and denied any violation of that of Mr. Muniz. He submitted to the court that there was no precedent for an injunction in circumstances like the present, where an action at law was already pending, as well as proceedings to vacate the letters patent by *renewal*.

The arguments in the case were concluded on Wednesday, by Messrs. Wigand and Follett, who contended that the injunction ought to be maintained, and that there was no other mode in which ultimate justice could be done. Mr. Muniz had been for many years in the exclusive use and enjoyment of his patent, and if parties were not now restrained, the violations would be endless, and all benefit of the invention lost to the patentee.—Mr. BETHELL replied, and argued, as in his opening, that Mr. Muniz had not been injured at all, and that Mr. Foster was, in fact, using Collins's expired patent.—The LORD CHANCELLOR said he must read the affidavits before he gave his judgment. There could, however, be no doubt on this point—that Mr. Muniz first brought the invention in question into general practice.

MINING CORRESPONDENCE.

ENGLISH MINES.

TREVEAN MINES.
July 26.—Account held on the mine of costs and receipts for May and June:
To cost 47104 9 3
By ore sold 728 3 6—47133 14 3
Balance in hand last account 455 9 10—47133 4 1
Deducting 1440/-, for dividend of 10/- per share, declared this day, a balance is left in hand of 440. 4s. 1d.

SOUTH WHEAL BASSETT MINE.
July 31.—Account held on the mine of costs and receipts for May and June:
Labour cost, 200/-, m. 1d. Merchants' bills, 200. 0. 0d. 47274 17 6
Copper ore sold May 4 and June 1 200 12 8
Loss due 200 13 8—200 0 10
Profit, 118. 11s. 4d.—Balance in hand last account, 470. 12s. 7d. 470 12s. 7d
Deducting 640/-, for dividend of 10/- per share, declared this day, a balance is left in hand of 262. 4s. 1d.

HOLMBOURNE MINING COMPANY.

July 31.—In the 110 fathom level, on south lode, west of Wall's shaft, the lode is ten inches wide, and worth 12/- per fathom; on the north lode, east and west of Goldsworth's lode, no alteration since last reported. In the 100 fathom level, west of Hitchins's shaft, the lode is divided into branches, and cannot be said to be worth more than 8/- per fathom; in the rise in the back of this level the lode still holds good, being eighteen inches wide, and worth 30/- per fathom; the lode in the steps in the back of this level is eighteen inches wide, and worth 30/- per fathom; in the cross-cut south of Wall's shaft, towards the Flapjack lode, the ground continues to be a little more favourable for driving. In the ninety fathom level west the lode is sixteen inches wide, and worth 30/- per fathom; in the eastern steps in the back of this level the lode is fifteen inches wide, worth 30/- per fathom; in the middle steps the lode is sixteen inches wide, and worth 30/- per fathom; and in the western steps, two feet wide, worth 40/- per fathom. In the eighty fathom level, east of Wall's shaft, the lode is two feet wide, and worth 20/- per fathom; driving west on the north lode, its size is twenty inches wide, producing good stones of ore; at this level, west of Hitchins's shaft, the lode is ten inches wide, composed of capel, spar, and mandie; the lode in the steps in the back of this level is fourteen inches wide, and worth 10/- per fathom. In the deep adit level, east of Lady Beau shaft, the lode is eighteen inches wide, chiefly composed of capel, intermixed with mandie and spar. The pitches are without alteration. We weighed on Friday last, at Calstock Quay, June ores, 100 tons 4 cwt. 2 gns., and sampled July ores, computed 201 tons.

T. RICHARDS.

WEST WHEEL JEWEL MINING ASSOCIATION.

July 31.—The ground in Buckingham's engine-shaft, sinking below the eighty-five, continues hard. The eighty-five east, on Wheel Jewel lode, is eighteen inches wide, composed of spar and stones of yellow ore; to the north of this there is a branch of ore worth 30/- per fathom; the horse is very small, particularly in the bottom of the level. The eighty-five west is nine inches wide, unproductive. The seventy-west is worth 12/- per fathom. The wine under the seventy-east is worth 10/- per fathom. The seventy-east on south branch is one foot wide, composed of spar, pries, and black and grey ore. The fifty-seven east, on Buckingham's lode, is worth 12/- per fathom. The thirty-east, on Wheel Jewel lode, is worth 12/- per fathom.

STEWART LEAN.

TRELEIGH CONSOLIDATE MINING COMPANY.

July 26.—In the eighty east of Christian's lode is one foot wide, producing good stones of ore. The lode in the seventy-east is eight inches wide, but little ore. The sixty-east is three feet wide, with good stones of ore. The fifty-east is four feet wide, oil-swing work to dress. At Good Fortune, the lode in the fifty-east is one foot wide, worth 30/- per fathom. The fifty-west is two and a half feet wide, worth 12/- per fathom. The wine under the forty-four is worth 14/- per fathom. The forty-four west is three feet wide, producing good stones of ore. The thirty-four west is two and a half feet wide, stone wide, stones of ore. The fifty-seven east, on Buckingham's lode, is worth 12/- per fathom.

W. STEPHENS.

CONSOLIDATED TREDTHILL MINING COMPANY.

July 31.—The lode in the fifty fathom level, east of Henwood's shaft, is nine inches wide, tributary ground. The lode in the rise, in the back of this level, is ten inches wide, tributary ground. The lode in the fifty fathom level, west of Henwood's shaft, is six inches wide, good tributary ground. The lode in the rise, in the back of this level, is one foot wide, very good tributary ground. The lode in the forty fathom level, east of Henwood's shaft, is sixteen inches wide, good tributary ground. The lode in the rise, in the back of this level, is one foot wide, very good tributary ground.

H. WILLIAMS. J. MONKES.

UNITED MILLS MINING COMPANY.

August 1.—No lode broken in Williams's shaft in the past week, in the seventy fathom level, in the eastern end, the lode is four and a half feet wide, three feet ore of fair quality; in the western end the lode is five feet wide, producing a small quantity of ore, a little improved since last reported. In the sixty fathom level, in driving east of eastern shaft, the lode is two and a half feet wide, one foot on the north part producing good ore. West of diagonal shaft the lode is five feet wide, very throughout, coarse in quality. East and west of Nettle's wine the lode is five feet wide, two and a half feet ore of average quality. East of James's shaft the lode is two feet wide, five feet ore of fair quality; in the wine sinking below this level, east of Williams's, the lode is three feet wide, eighteen inches on the north part very good ore. In the fifty fathom level east and the lode is three and a half feet wide, eighteen inches good for ore. Nothing done in the wine for the past week; the men are engaged stopping the bottom; west of wine the lode is two feet wide, good ore. No lode broken in diagonal shaft since last reported. In the forty fathom level, in the wine, the lode is three feet wide, very throughout, coarse in quality. The men are still cross cutting at the twenty fathom level. In Hill shaft on alteration. In the twenty fathom level, at Stacey's lode, the lode is two feet wide, one foot ore of good quality.

N. LAWSON. S. H. PEAKES.

YARNS SILVER-LEAD MINING COMPANY.

July 21.—Lead Saturday being our usual monthly settling, we set twenty-two pitches, and there are eleven others that stand over from last month—making a total of thirty-three pitches, supplying 110 men, on a solent varying from £1. to £1. 10s. on the lead only. Having given you last week a particular statement as to the prospect of each lead, I beg to say that there is an alteration worth noticing. In the tributary department we are looking prospectively, and we have sampled this day a part of silver-lead ore, computed about one ton, which is for sale. On Saturday, the 10th of August, some pitch of which, with notice of sale, have been forwarded to all the smelters. At the north wine the large plugger lift is completed and at work; the men will resume their regular work in a day or so. At Wheal Hancock we have set the engine-shaft to work by nine men, and the foundation of the engine-house is made, with other buildings to clear out.

THOMAS'S MINING COMPANY.

July 21.—I have only to record the few events of the past week to look over; the east end worth 12/- per fathom, and the west end 10/- per fathom. The fifty-west is worth 12/- per fathom. The fifty-east is worth about 14/- per fathom. The lode in the fifty-west is two feet wide, composed chiefly of mandie; the main level west on crossing took sufficient to look well, worth 10/- to 12/- per fathom. Stopping east and west from the wine, sinking under the fifty-west, the lode continues rich (this is where we get our best quality ore from), worth 10/- per fathom. The forty-east is now putting some good work for the tin, with some rich ore, worth for both about 10/- per fathom. The wine sinking under the fifty-west, in producing good ore, worth about 12/- per fathom. The wine sinking under the forty-east is now worth 10/- per fathom. The alterations of importance have taken place in the south end.

W. FAITH.

CARLTON'S MINING COMPANY.

August 1.—I accompanied Mr. Johnson yesterday throughout the underground department, and beg to hand you the following as my report of the present state and prospects of the mine.—Our engine-house is now under way in the smith's shop and forge being repaired, and on Monday next we shall set a bargain for clearing away, and making a convenient road for carrying materials to the south mine. Mr. Johnson is also giving directions for putting the dressing floors, ore house, burning house, and crusher, in proper working order. In north engine-shaft the whim-engine is now at work in raising the stuf, from clearing the levels, and such work as has been broken since the present working of the mine; the new pitwork is completed to the bottom of the mine, which has relieved the engine to four and a half strokes per minute. The silver-lead lode, at the sixty fathom level south, is about ten inches wide, and will produce about 5 cwt. of silver-lead ore per fathom and appears promising for working in depth; the same lode, at the fifty fathom level, is unproductive. The silver lode, at the fifty fathom level east, is about eight inches wide, holding copper, with mandie, although not owing much; we hope, from the present indications, that it is likely to improve in driving east, which we are doing by four men. At the forty fathom level, on the silver-lead lode, we have two branches of silver-lead ore; the lode is about one foot wide. We have set six tribute pitches, varying from 8s. to 10s. in the 12. lead only.

J. T. PHILLIPS.

CORNISH MINING COMPANY.

July 31.—In sinking Murray's engine-shaft below the sixty fathom level, where the Cliverton and north lodes are united, we continue to have a good prospect on the west run of lead; we calculate it to be worth about 30/- per fathom; this, certainly, is an improving—and, apparently, a lasting—branch of lead. In the winter sinking below the sixty fathom level, on the east run of lead, we find the north lode about one and a half feet wide, worth 30/- per fathom. The lode in the seventy fathom level, driving west of the great engine-shaft, is large, and has with it an abundance of mandie, and a little lead; in driving south of this level, to cut the Cliverton lode, we are passing through good branches of lead, and a very favourable strata of ground. The sixty fathom level, west of Murray's shaft, is still unproductive; the stripes in the back of this level continue good, and quite as well as last reported. Our tribute pitches remain without much variation. The pairs of lead we send, computed fifty-four tons, weighed off 54 tons 13 cwt. 2 gns., and is shipped for the river Dee. J. WEBB. H. ROWE, Jun.

MINING IN THE EASTERN DISTRICT OF CORNWALL.

(FROM A CORRESPONDENT.)

My late visit in Cornwall was so brief, that I am at present precluded from furnishing you with a detailed account of the mining prospects in the eastern district of the county; but it appears the old adage of the ancient miners of Cornwall, that "there is no copper ore to be found east of Trurobridge," is not verified, from what has been, and is likely to be, done in this valuable district; for, although some of the mines, a few weeks since, were not looking as very flattering in their then levels and ends, yet the improvement which has taken place since is most gratifying; and there is but little doubt, if any, that this district will, with a little more perseverance and capital, be fished equal to any similar extent of ground in the county.

South Caradon is still looking well, whilst West Caradon has greatly improved within the last few weeks. Phoenix Mines are gradually progressing, and the new engine-shaft at Marks Valley is going down very favourably. The other mines in the neighbourhood are looking as gratifying, as disbursements are made in their respective operations.

At Redmoor they are rapidly getting up their new engine-house upon the lower, or south mine; and it is to be hoped that this spirited company will receive ample remuneration for their confidence in, and the resumption of, these mines. Indeed, I have always heard that the lead lode never looked better in the bottom than when they were obliged to stop this mine for want of sufficient power to keep her in fork.—I trust shortly to be enabled to furnish you with a report, under the head of each mine, with their present and future prospects.

IMPORTANT TO COAL MINERS.—On the Northern Circuit, a few days since, a case was tried ("Bell v. Sir W. Chaytor"), in which damages were sought under peculiar circumstances. The plaintiff had been a hewer of Thorsley Colliery, and had been engaged in that capacity under an agreement for a year. By the "pit bond," as it is called, he was engaged throughout the year, with the exception of Sundays and a fortnight at Christmas; it appeared, however, that the practice is very general in the coal districts, to make the Thorsley pit was usually laid idle on those days, and that having been kept idle without any fault on his part, he was still entitled to his wages. He claimed for twenty-five such days during the year, ending the 5th of April last.—On the pleadings it was alleged, that he requested employment on the days in question, and no proof of such request having been given, a verdict was directed for defendant, with liberty to plaintiff to move.

MINE ACCIDENTS.

Total Destruction of Pendleton Colliery—(From a correspondent).—A most lamentable occurrence took place on the evening of Tuesday last, the 1st inst., at this colliery, the property of Mr. Fitzgerald, and situated in the township of Pend

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Council Money, 100 £	British, 5 per Cent., 718 54
Council Account, 100 £	British, 5 per Cent., 718 54
New 4 per Cent., 101 2	Ditto, 5 per Cent., 719 2
Reduced 2 per Cent., 94 4	Ditto, 5 per Cent., 100 4
Reduced 4 per Cent., 102 2	Portuguese, Cons., 5 per Cent., 81 1
Long Account, 12 11-15	Russian, 5 per Cent., 1188 16
Bank Stock, 100 1 1/2	Russian, Asturias, 5 per Cent., 102 1
Exchange Bills, at 5 pm.	Ditto, 5 per Cent., 718 54
Bulgaria Bonds, 5 per Cent., 102 44	Chile, 5 per Cent., 102 3

PROVISIONARY NOTES AND BULLION.—An account of the average aggregate amount of provisionary notes, payable to bearer on demand, which have been in circulation in the United Kingdom, constituting those circulated by the Bank of England, by private banks, and by joint stock banks, in England and Wales, by the banks in Scotland, by the Bank of Ireland, and by all other banks in Ireland; and of the average amount of bullion in the Bank of England, during the four weeks ending the 27th day of July, 1862.—ENGLAND: The Bank of England, 19,000,000; private banks, 4,600,000; joint stock banks, 3,000,000.—SCOTLAND: Chartered private, and joint stock banks, 2,000,000.—IRELAND: Bank of Ireland, 3,000,000; private and joint stock banks, 1,000,000.—TOTAL, 34,600,000.—Bullion in the Bank of Scotland, 1,100,000.

Stamp and Taxe, Aug. 4.

The premium on gold at Paris is 104 per milles, which, at the English Mint price of 81 17/2, 104 per cent. for standard gold, gives an exchange of 20 49, and the exchange of Paris on London at short, being 25 10, it follows that gold is 944 per cent. dearer in London than in Paris.

By advice from Hamburg, the price of gold is 109 per milles, which, at the English Mint price of 81 17/2, 109 per cent. for standard gold, gives an exchange of 23 13, and the exchange at Hamburg on London at short, being 18 1/2, it follows that gold is 9-10 per cent. dearer in London than in Hamburg.

The cost of exchange of New York on London is 108 per cent., and the rate of exchange between England and America being 107-108 per cent., it follows that the exchange is 1-2 per cent. against England. But the quoted exchange of New York being for bills at 60 days' sight, the interest must be deducted from the above difference.

(From our correspondents.)

LATEST PRICES OF IRISH STOCKS.—5 per Cent. Consols, 942 to 952; 8 per Cent. Stock, 1000; 10 per Cent. Debentures, 1027; Bank Stock, 1022; Kingstown Railway, 1012; Dublin and Brougham, 960; Ulster Bank, 1012; Royal Bank, 1012; Provincial Bank, 1012; City of Dublin Steam Co., 1012; State Stock, 1000; 1012; Steam Ship Building Company, 1012; British and Irish, 1012; National Insurance Company, 1012; Patriotic, 712.—Mining Company of Ireland, 1012; Workman Copper Mines, 1022.

HILL, TUESDAY.—We hand you the following as our latest prices.—Birkenhead and Derby, 12 1/2 to 13 1/2; Edinburgh and Glasgow, 102 1/2; Great North of Eng. and 102 1/2; Hull and Solent, 102 1/2; London and Birmingham, 102 1/2; Liverpool and Manchester, 102 1/2; London and Brighton, 102 1/2; London and Bognor, 102 1/2; Manchester and Leeds, 102 1/2; Midland Counties, 102 1/2; Newcastle and Carlisle, 102 1/2; Northern and Eastern, 102 1/2; North Midland, 102 1/2; South Eastern, 102 1/2; York and North Midland, 102 1/2; Hull Dock Company, 102 1/2; Hull Gas, 102 1/2; Hull Puff and Gullion Mills, 102 1/2; Hull Marine Insurance, 102 1/2.

EDINBURGH, TUESDAY.—Edinburgh and Glasgow Railway, 102 1/2; Edinburgh and Edinburgh, 102 1/2; Glasgow and Greenock, 102 1/2; Glasgow and Clydebank, 102 1/2; Glasgow and Ayrshire, 102 1/2; Wishaw and Colinton, 102 1/2; Dunoon and Ardrosson, 102 1/2; Ardrosson and Portobello, 102 1/2; Bank of Scotland, 102 1/2; Royal Bank, 102 1/2; Scot. Nat. Loan Cons., 102 1/2; Commercial, 102 1/2; National, 102 1/2; Glasgow Union, 102 1/2; Western Bank of Scotland, 102 1/2; City of Glasgow, 102 1/2; Glasgow Fire and Life Insurance, 102 1/2; Mercat Fire and Life, 102 1/2; Standard Life, 102 1/2; Edinburgh Gas, 102 1/2; Edinburgh and Leith Gas, 102 1/2; Firth and Clyde Canal, 102 1/2.

GLASGOW, TUESDAY.—Bathsheba Railway, 102 1/2; Dundee and Arbroath, 102 1/2; Edinburgh and Glasgow, 102 1/2; Glasgow and Greenock, 102 1/2; Glasgow and Ayrshire, 102 1/2; Wishaw and Colinton, 102 1/2; Monkland and Kirkintilloch, 102 1/2; Blantyre, 102 1/2; Paisley, 102 1/2; Caledonian, 102 1/2; Commercial, 102 1/2; Glasgow Union, 102 1/2; Royal Exchange, 102 1/2; Caledonian Fire and Life, 102 1/2; Scottish Marine, 102 1/2; Royal Exchange, 102 1/2; Old Clyde Shipping Company, 102 1/2; Scott's Iron Company, 102 1/2.

BRISTOL, FRIDAY.—We have had a fair demand for railway shares this week, but the scarcity of stock is a preventive to business being done. The following are my quotations, all of which we close firm.—Great Western Railway, 102 1/2; Mid. Rivers, 102 1/2; Great Western, 102 1/2; Bristol and Exeter, 102 1/2; Bristol and Gloucester, 102 1/2; Gloucester and Bristol, 102 1/2; Bristol and Birmingham, 102 1/2; London and South Western, 102 1/2; London and Birmingham, 102 1/2; Cheltenham Union, 102 1/2; London and Brighton, 102 1/2; London and Eastern, 102 1/2; Southern Counties, 102 1/2; Taff Vale, 102 1/2; British Gas Company, 102 1/2; Hull Marine Insurance, 102 1/2.

MANCHESTER, THURSDAY.—Birmingham and Derby Railway, 102 1/2; Birkenhead and Gloucester, 102 1/2; Cheltenham & Great Western, 102 1/2; Chester and Birkenhead, 102 1/2; Eastern Counties, 102 1/2; Edinburgh and Glasgow, 102 1/2; Great Western, 102 1/2; Hull and Derby, 102 1/2; Lancashire and Preston, 102 1/2; Liverpool and Manchester, 102 1/2; London and Birmingham, 102 1/2; Manchester, Bolton, and Bury, 102 1/2; Manchester & Leeds, 102 1/2; Midland Counties, 102 1/2; North Midland, 102 1/2; North British Fire and Life, 102 1/2; North British Gas, 102 1/2; North British and Life Assurance, 102 1/2; Manchester and Salford, 102 1/2; Union of Manch., 102 1/2; Manchester Fire and Life Assurance, 102 1/2; Manchester and Salford, 102 1/2; Water Works, 102 1/2.

BIRMINGHAM, THURSDAY.—London and Birmingham Railway, 102 1/2; London and Brighton, 102 1/2; London and South Western, 102 1/2; Mid. Rivers, 102 1/2; Birmingham & Derby, 102 1/2; Birmingham & Gloucester, 102 1/2; Birmingham & Worcester, 102 1/2; Birmingham and Walsall, 102 1/2; Birmingham and Walsall, 102 1/2; Birmingham Banking Company, 102 1/2; Blackett, 102 1/2; Midland, 102 1/2; Birmingham and Derby, 102 1/2; Cheltenham Union, 102 1/2; London and Brighton, 102 1/2; London and Eastern, 102 1/2; Southern Counties, 102 1/2; Taff Vale, 102 1/2; British Gas Company, 102 1/2; Cheltenham Union, 102 1/2.

MANCHESTER, THURSDAY.—Birmingham and Derby Railway, 102 1/2; Birkenhead and Gloucester, 102 1/2; Cheltenham & Great Western, 102 1/2; Chester and Birkenhead, 102 1/2; Eastern Counties, 102 1/2; Edinburgh and Glasgow, 102 1/2; Great Western, 102 1/2; Hull and Derby, 102 1/2; Lancashire and Preston, 102 1/2; Liverpool and Manchester, 102 1/2; London and Birmingham, 102 1/2; Manchester, Bolton, and Bury, 102 1/2; Manchester & Leeds, 102 1/2; Midland Counties, 102 1/2; North Midland, 102 1/2; North British Fire and Life, 102 1/2; North British Gas, 102 1/2; North British and Life Assurance, 102 1/2; Manchester and Salford, 102 1/2; Union of Manch., 102 1/2; Manchester Fire and Life Assurance, 102 1/2; Manchester and Salford, 102 1/2.

QUARTERLY SALE OF COPPER ORES IN CORNWALL.—Copper ores, 30,724 1/2 cwt.—Fine Copper, 1780 tons 17 cwt.—Amount of money, 102,276 1/2. 100.—Average standard of last sale, 102 1/2. 100.—Average produce, 81.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines Royal Company.	Time.	Amount.
English Copper Company	100	1718 16 0
Vivian and Sons	100	1710 13 6
Freeman and Co.	200	1701 11 6
P. Greenell and Sons	200	1705 1 0
Stone, Williams, Nevill, Drane, and Co.	200	1700 4 0
Williams, Foster, and Co.	200	1700 11 0
Total, 1000	42472 10 0	415,276 2 0

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parsons.—Cornish Mines, 102 1/2; Wheal Providence, 102 1/2; Wheal Virgin, 102 1/2; Penberth Crosses, 102 1/2; Botallack, 102 1/2; Pewsey, 102 1/2; Wheal Dartington, 102 1/2; Levant, 102 1/2; Providence Mine, 102 1/2; Trevarno, 102 1/2; Total, 102 1/2 tons.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parsons.—Trevarno, 102 1/2; Wheal Providence, 102 1/2; Holmehurst, 102 1/2; Penberth Crosses, 102 1/2; Wheal Gorland, 102 1/2; Penzance, 102 1/2.

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

Line.	Entire Lgth.	New Open.	Present no. of share.	Pt. Val. of share.	Last week's returns.
Aberdeen and Forfar Railway	13	15	146,765	22	4175 13 3
Birmingham and Derby Joint	404	491	1,430,935	100	1099 6 2
Birmingham and Gloucester	35	55	1,400,651	100	2114 6 2
Branding Junction	25	25	434,824	100	517 5 2
Cheltenham and Birkenshaw	149	141	508,424	100	149 1 1
Darting and Kingswear	162	162	185,000	100	1250 19 2
Dartmoor and Bodmin	10	10	265,122	100	892 4 5
Eastern Counties	51	51	2,000,000	100	3093 19 7
Edinburgh and Glasgow	40	40	1,215,007	100	2415 19 7
Glasgow and Ayr	81	81	988,594	100	1434 10 10
Glasgow and Greenock	202	223	700,286	25	1919 9 1
Gd. Jones & Chester & Crewe	1103	1124	2,016,321	100	2049 7 9
Great North of England	74	40	1,201,671	100	1507 19 1
Great Western	1162	62	6,400,000	62	10930 1 0
Hall and Bally	21	21	645,308	80	413 4 19
Liverpool and Manchester	31	31	1,513,255	100	4739 7 2
London and Birmingham	112	112	3,972,912	100	1842 13 5
London and Blackwall	28	28	1,225,273	100	1196 7 2
London and Brighton	44	46	2,240,043	46	490 19 13
London and Croydon	109	109	836,371	100	307 14 1
London and Greenwich	82	82	1,010,000	100	228 13 6
London and South Western	922	922	2,160,000	100	9123 19 4
Manchester, Bolton, & Bury	10	10	777,007	100	26 19 0
Manchester & Birmingham	49	49	1,020,495	49	2209 19 3
Manchester and Leeds	59	59	3,000,000	78	3074 17 3
Midland Counties	57	57	1,020,495	78	2057 14 11
Newcastle and Carlisle	61	61	1,081,000	100	1443 9 2
Newcastle and N. Shields	7	7	232,078	45	492 9 2
Northern and Eastern	321	321	869,607	45	34 170 9
North Midland	772	772	3,021,311	100	4533 13 19
North Union	22	22	617,819	75	71 19 0
Portis and Rosses	—	84	1,120,000	30	2629 9 0
Portis and Ormes	—	82	2,082,000	20	4438 9 0
Preston and Wyre	19	19	317,000	30	1418 10 10
Sheffield and Manchester	49	49	1,020,495	78	3074 17 3
South Eastern	81	81	2,356,322	40	4973 3 3
Taff Vale	39	39	339,723	100	2717 17 0
Ukster	25	25	244,370	25	119 1 0
York and North Midland	17	17	601,001	30	1988 3 4

* Including Northern and Eastern Railways toll. Kent and toll to Eastern Counties about 1000 per week, included in the returns.

Kent toll to Liverpool and Manchester toll is deducted.

THAMES TUNNEL.—The number of passengers who passed through the Tunnel in the week ending July 20, was 10,336, yielding a revenue of 4163 lbs. 10s. 10d.

JOINT-STOCK BANKS.

Shares, Company.	Paid. Price	Shares, Company.	Paid. Price
12,000 Australasia	49 12	12,000 Liverpool Borough	10 14
25,000 Birmingham	10 19	25,000 Pitts Bank	12 10
25,000 British N. America	49 10	25,000 Pitts Banking Co.	10 14
10,000 Cheltenh. & Gloucester	3 17	10,000 Pitts Commercial	10 16
10,000 Commercial of Eng.	3	10,000 Pitts Royal	10 14
1,000 Chamber of London	103	10,000 Pitts Royal	10 14
20,000 Colonial	25	10,000 Pitts Royal	10 14
30,000 East of England	19	10,000 Pitts Royal	10 14
10,000 Gloucestershire	10	10,000 Pitts Royal</td	